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IMAGERY

ANALYSIS



STAFF

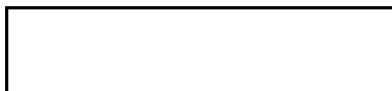
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PHOTOGRAPHIC INTELLIGENCE REPORT

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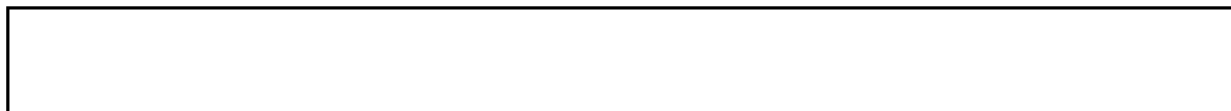
SARATOV AIRFRAME PLANT NO 292

SARATOV, USSR

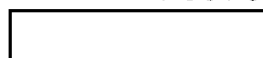


DECLASS REVIEW by NIMA/DOD

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DATE APRIL 1967

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SARATOV AIRFRAME PLANT NO 292 **SARATOV, USSR**



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Saratov Airframe Plant No 292 [redacted] is located at 51-29-57N 045-57-09E in the southwest section of Saratov, USSR (Figure 1). The plant is connected by taxiway to Saratov Airfield South [redacted] which is nearly 1 nautical mile to the south. Major roads and rail spurs also serve this plant.

The plant occupies an area of approximately 270 acres and is surrounded by [redacted] linear feet of probable masonry wall. There are [redacted] linear feet of rail spurs and 15,300 linear feet of hard-surfaced main roadways with an average width of 35 feet located in the plant. The secondary road system probably consists of graded natural surface and appears to occupy much of the open space. Total floorspace, calculated

from photography of [redacted] square feet. The preceding figures are approximate. Photography of the plant in [redacted] is shown in Figures 2-4; all item numbers refer to the plant layout drawing (Figure 5) and the associated table.

Saratov Airframe Plant No 292, originally named Kombain Zavod, was built for the production of agricultural machinery sometime between 1931 and 1932. 1/ The plant produced only combines and related farm implements until 1938 when partial conversion to the production of aircraft took place. 1/ In [redacted] Plant No 292 received additional equipment for the production of aircraft from Plant No 165 in Dnepropetrovsk. 1/

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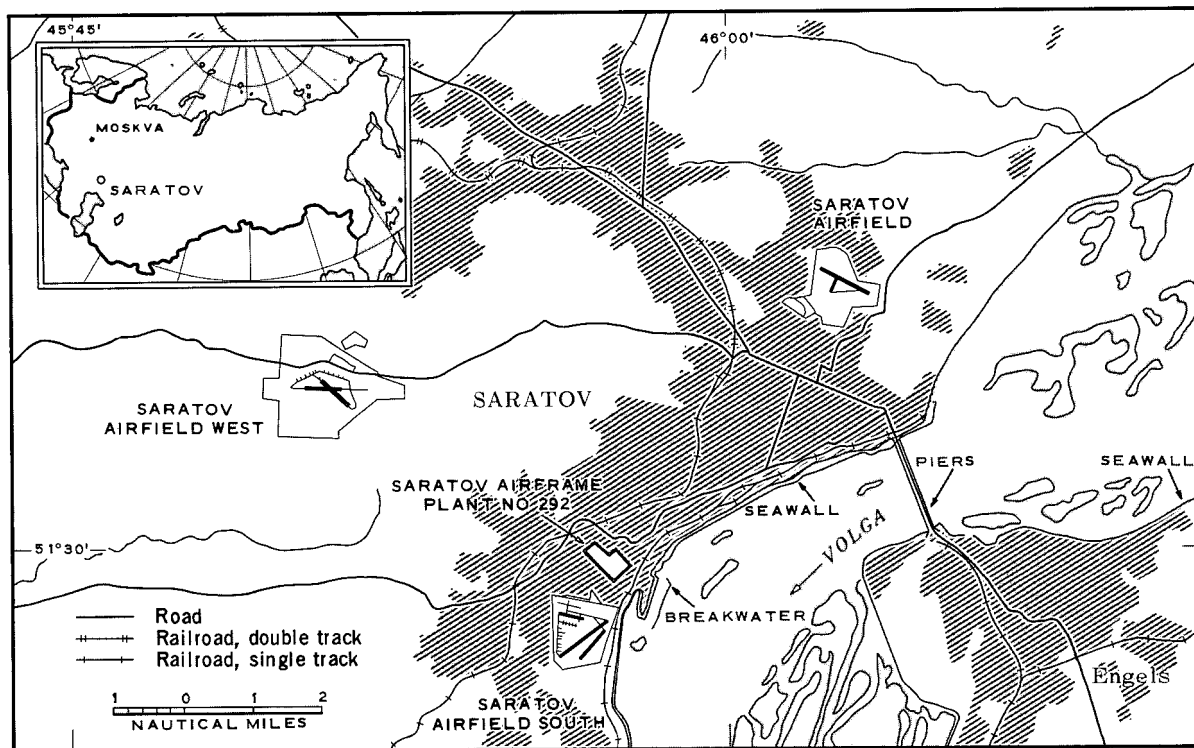


FIGURE 1. LOCATION MAP.

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FIGURE 2. SARATOV AIRFRAME PLANT NO 292, SARATOV, USSR,

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FIGURE 3. SARATOV AIRFRAME PLANT NO 292,

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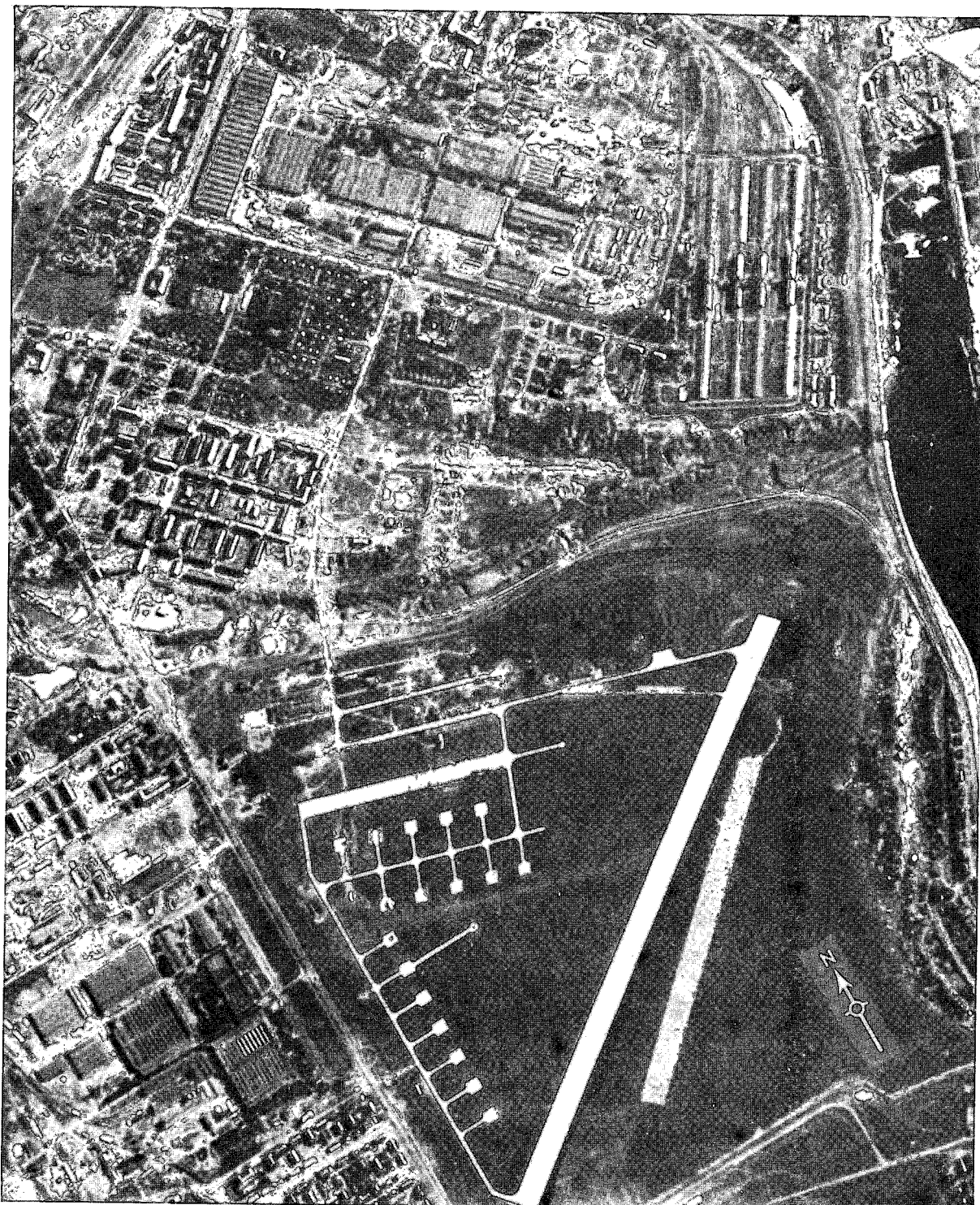


FIGURE 4. SARATOV AIRFRAME PLANT NO 292,

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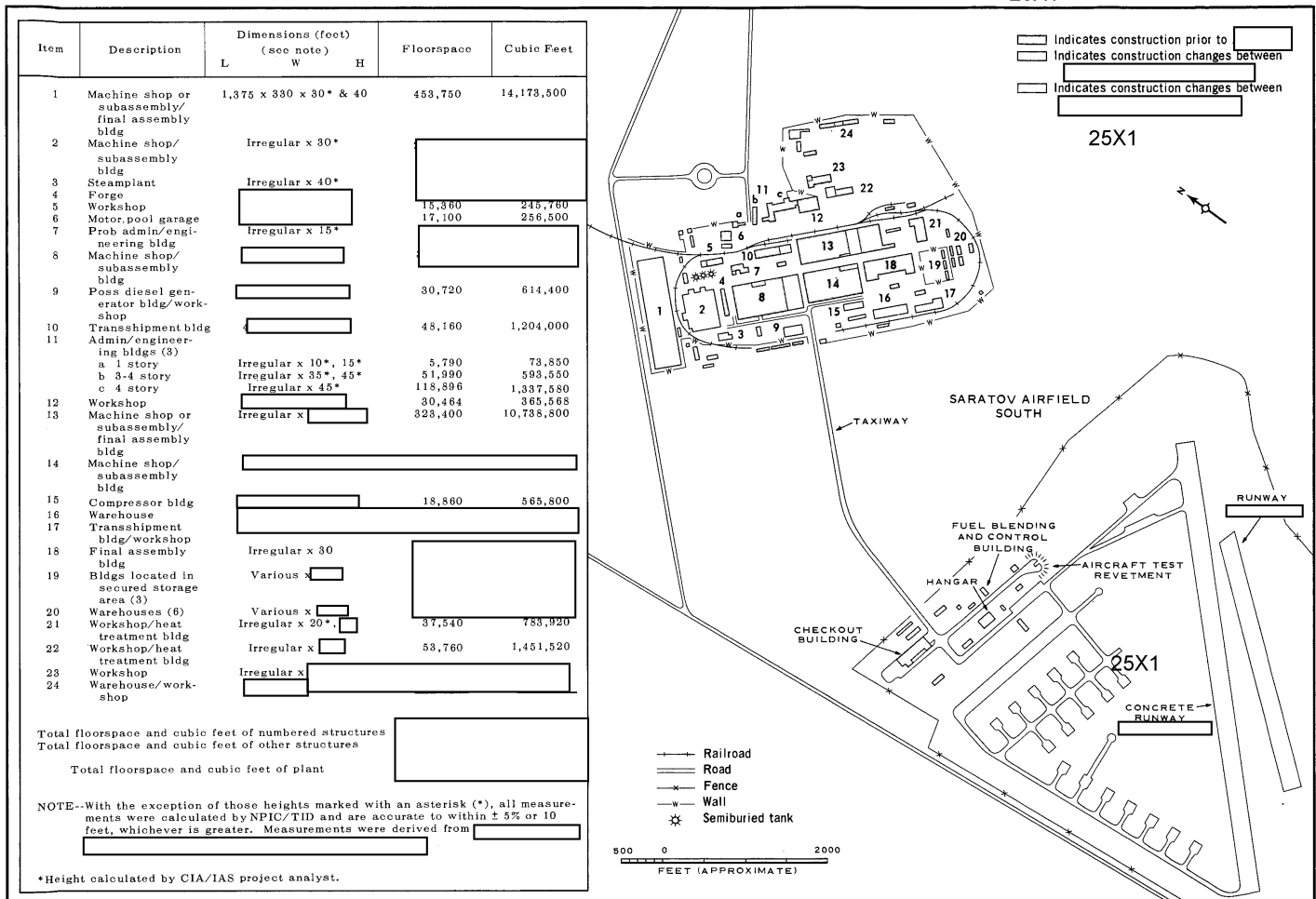
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Although production of aircraft at Saratov Airframe Plant No 292 has been continual since 1938, consumer goods, such as aluminum items, toys, and kitchen utensils, have been produced periodically. By 1949 the plant was engaged in the production of jet aircraft. 1/

The first available photograph of Airframe Plant No 292 was the German World War II photograph (Figure 2). Total floorspace of the plant by the end of World War II was estimated at 1,650,000 square feet. 1/ photograph of (Figure 3) revealed approximately of floorspace including the buildings under construction. 2/ Both the earlier floorspace figures and the present ones incorporate the number of administration/engineering floors when they are determinable. When comparing the various floorspace figures and the construction progress (Figure 5), it is apparent that the greatest amount of growth occurred between World War II and

Buildings completed between included the machine shop/subassembly building (item 2), the steamplant (item 3), the possible diesel generator building/workshop (item 9), the compressor building (item 15), a warehouse (item 16), and the transshipment building/workshop (item 17). The steamplant (item 3) was under construction when observed in 1942.

Additions to existing buildings completed between were made at a workshop (item 5), the probable administration/engineering building (item 7), the machine shops/subassembly buildings (items 8 and 14), a workshop (item 23), and the warehouse/workshop (item 24).

A machine shop or subassembly/final assembly building (item 1), under construction in was nearing completion in and appeared complete on photograph of Additions to existing

buildings during the period were made at the transshipment building (item 10), the machine shop or subassembly/final assembly building (item 13), and the workshop/heat treatment building (item 22). The transshipment addition was under construction in and was completed during the summer of the addition to the workshop/heat treatment building was probably completed during the summer of The addition to a machine shop or subassembly/final assembly building (item 13) had been started in and appeared to be complete in This addition connected 2 existing machine shops/subassembly buildings and probably functions as the final assembly section for this building.

Saratov Airfield South serves the plant as a test and flyaway field and has 2 northeast/southwest runways. One measures feet and has a concrete surface; the other measures feet and is probably composed of prepared natural surface material. The taxiway connecting the plant area with the flyaway field is At the flyaway field there are approximately 1,684,000 square feet of probable concrete parking apron and taxiway surface. The facilities at the airfield consist of 1 hangar, a checkout building, workshops, fueling facilities, and support buildings. The airfield has undergone little or no change since

Aircraft observed on multiple passes of included 2 CAB on 3 CAB, 2 small straight wing, and 2 small swept/delta wing on 3 small straight wing and 2 small swept/delta wing on 2 CAB, 2 small straight wing, and 3 small swept/delta wing on 2 CAB, 2 small straight wing, and 3 small swept/delta wing on 2 CAB, 1 small straight wing, and 1 small swept/delta wing on and 2 CAB, 1 small straight wing, and 2 small swept/delta wing on

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REFERENCES

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MAPS OR CHARTS

ACIC series, scale 1:200,000

DOCUMENTS

1. CIA. RR/RA-14, *Estimated Floorspace of Saratov Airframe Plant No. 292*, Jul 57 (SECRET)
2. CIA. PIC/R-6/60, *Airframe Plant 292 and South Airfield, Saratov, USSR*, Jul 60 (TOP SECRET)

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REQUIREMENT

CIA. C-RR6-83,650

PROJECT

31260/66 (partial answer)

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